

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE SUPPORTING THE ADOPTION OF THE SOUTHEAST CORRIDOR STUDY FINDINGS, RECOMMENDATIONS, AND IMPROVEMENT PLAN.

WHEREAS, Milwaukie endorsed the McLoughlin Boulevard Improvement Program, and;

WHEREAS, the McLoughlin Corridor Improvement Program called for completion of a study to identify east/west traffic problems and recommend an improvement strategy for the Southeast Corridor before construction of the Tacoma Overpass could begin; and

WHEREAS, Milwaukie endorsed the need for a Southeast Corridor Study to address east/west traffic concerns; and

WHEREAS, the Southeast Corridor is also identified as an outstanding issue in the Metropolitan Service District's Regional Transportation Plan (RTP); and

WHEREAS, the Metropolitan Service District and the affected local jurisdictions have cooperatively conducted an analysis and evaluation of alternative transportation strategies in the corridor; and

WHEREAS, the study produced the Findings, Recommendations, and a Southeast Corridor Transportation Improvement Plan as set forth in Exhibit A; and

WHEREAS, the Findings, Recommendations, and Southeast Corridor Transportation Improvement Plan have been endorsed by the Southeast Corridor Technical and Citizens Advisory Committee; and

WHEREAS, the City Council conducted a public hearing on July 10, 1989; and

WHEREAS, the City was represented on the Technical and Citizen Advisory Committee.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Milwaukie supports the Findings, Recommendations, and Improvement Plan of the Southeast Corridor Study as set forth in Exhibit A. The support of the Findings, Recommendations, and Improvement Plan are expressly contingent upon the satisfaction of the conditions contained in Exhibit B.

Introduced and adopted by the City Council on September 19, 1989



Roger A. Hall, Mayor

ATTEST:



Jerri L. Widner, City Recorder

Approved as to Form:



Timothy V. Ramis, City Attorney

Exhibit A

McLoughlin Reserve Allocation -- \$3,002,610

	<u>Project</u>	<u>Cost</u>	<u>Comments</u>
1.	Johnson Creek Boulevard (32nd Avenue to 45th Avenue) Provide mitigation and safety measures such as curbs, drainage, street lighting and sidewalks where needed. Design lanes to meet minimum standards. Exact scope of project will be determined by Portland, Milwaukie, the Ardenwald Neighborhood Association and affected property owners.	\$1 m.	Project to be defined within 24 months. If project is not defined, money would go back to Reserve.
2.	Harrison Street (Highway 224 - 32nd Avenue) Conduct preliminary engineering (P.E.) to determine scope of project. This is an at-grade project and should be coordinated with the Sunrise Corridor DEIS.	\$50,000 - P.E. Only	To provide additional capacity at Highway 224 intersection and improve east/west flow; corridor is currently under utilized.
3.	Johnson Creek Boulevard (Linwood Avenue to 82nd Avenue) Upgrade to urban industrial road standards; two travel lanes with turn lanes where needed; examine need for curbs, sidewalks and safety improvements. Design project to maintain rail feasibility at crossings.	\$50,000 - P.E. Only	To encourage truck traffic to utilize I-205 to the extent possible; facility is currently sub-standard; roadway is narrow and uneven with cracked pavement.
4.	45th Avenue (Harney to Glenwood) Narrows the street with curb extensions, subject to the endorsement of the Woodstock Neighborhood Association and 45th Avenue residents. Should be constructed no later than project 3. Impacts of project should be monitored so traffic is not diverted to other streets.	\$50,000 - P.E. Only	Treats 45th as neighborhood collector by reducing excessive speeds on facility. Decreases truck accessibility.

	<u>Project</u>	<u>Cost</u>	<u>Comments</u>
5.	LRT studies in Milwaukie Corridor. \$360,000 to supplement currently allocated \$1 m. for Phase II AA/DEIS from Portland to Milwaukie; \$100,000 each for Phase I study from Milwaukie to Clackamas Town Center and Milwaukie to Oregon City.	\$ 560,000	Supplements existing LRT reserve. Will be available for EIS and systems planning.
6.	Hawthorne Bridge LRT study.	\$ 5,000	Determine cost of making Hawthorne Bridge rail ready in current project vs. retrofitting at a later date.
7.	McLoughlin Corridor Highway Improvements.	\$1,287,610	Will reduce shortfall on Tacoma Overpass.
		<hr/> \$3,002,610	

EXHIBIT B

City of Milwaukie Position on the Southeast Corridor Study

The City supports the Report in it's entirety, however, we have the following conditions:

1. Metro should conduct traffic counts taken prior to the start of construction of the Tacoma Overpass. Continued monitoring of the traffic levels should be conducted within 4-6 weeks after the completion of the Tacoma overpass, and within 12-13 months of the completion of the Tacoma Overpass to ensure that mitigation is effective. Counts are to be placed at the same locations and counts are to be taken on the same days of the week. Placement of counters are also to determine what is "through traffic". A copy of the findings of the traffic counts of both AM and PM peak traffic volumes as well as average daily traffic counts should be submitted to the City of Milwaukie, other jurisdictions, and neighborhood associates upon request.
2. Council understands that the improvements to Johnson Creek Blvd. are not intended to increase the capacity but to mitigate existing and future traffic impacts.
3. The above statements should be included in the JPACT and Metro resolutions adopting the study.